



Tiger Cruise 2006

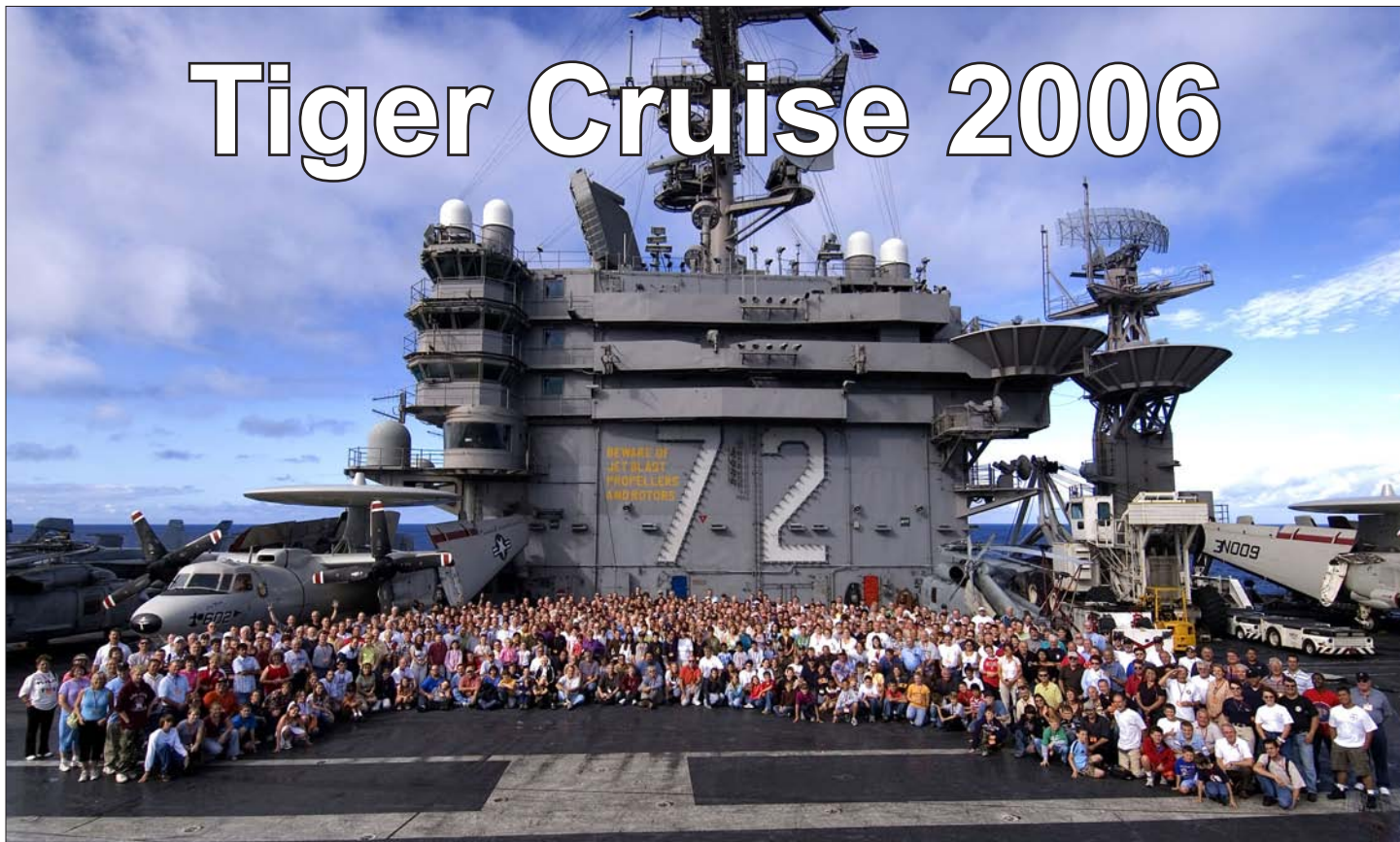


Photo by MCSN Geoffrey Lewis

USS Abraham Lincoln (CVN 72) hosted friends and family members of the crew for a Tiger cruise while en route from Naval Station Pearl Harbor, Hawaii, to Naval Air Station North Island, Calif. The crew will host a second group of Tigers during the transit from San Diego to the ship's homeport of Everett, Wash. More than 750 Tigers rode the ship from Hawaii to Calif., enjoying a small sample of their Sailor's daily life at sea.

ALCSG Wraps Up WESTPAC Deployment 2006

MC1(SW/AW) JOAQUIN JUATAI

Penny Press Editor

USS Abraham Lincoln (CVN 72) departed Naval Station Pearl Harbor, Hawaii, July 29 en route to Naval Air Station North Island in San Diego, Calif., to disembark Carrier Air Wing (CVW) 2 Aug. 4 before proceeding on the final leg of its Western Pacific deployment.

Lincoln expects to return to its homeport of Everett, Wash., Aug. 8. Lincoln departed Feb. 27, stopping in San Diego to load CVW-2

before heading west.

The Abraham Lincoln Carrier Strike Group (ALCSG) participated in Operation Foal Eagle in the South China Sea before making its first port call of the deployment in Hong Kong April 6.

Upon leaving Hong Kong, ALCSG participated in a Passing Exercise (PASSEX) with the Thailand Navy and hosted the U.S. Ambassador to Thailand as well as many Thai distinguished Visitors (DVs) during the brief underway period between port visits, before

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Local News

Jet Shop Keeps Them Flying

By SKSN PANEBI C. SMITH

Special to the Penny Press

Sailors from USS Abraham Lincoln's (CVN 72) jet shop work day and night to keep the jets of Carrier Air Wing (CVW) 2 airborne. The jet shop builds, maintains, inspects and certifies engines as ready for issue, so that the pilots can fly their aircraft and complete the mission of the Abraham Lincoln Carrier Strike Group (ALCSG).

The jet shop is an integral part of aircraft intermediate maintenance division (AIMD) in its operation and function.

Production Control (PC), an arm of AIMD, acts as the communication nerve center of the department and makes sure the jet shop maintains a positive amount of ready for issue (RFI) engines to support the squadrons at all times. This is known as "zero" or "bare firewall".

The effectiveness of an aircraft relies on the proper function of its engine said Aviation Machinist's Mate 1st Class (AW) Ben Sapida who supervises the AIMD jet shop.

Sapida said building and maintaining jet engines demands precision and attention to detail, "especially since the cost of building a jet engine can be up to \$2.5 million and 360 man-hours with a 5-man crew."

Building and maintaining jet engines demand strict attention to detail owing to the critical mission of ensuring the safety of the pilot. "There is no room for flaws" is the jet shop creed.

According to Sapida, working in the jet shop provides skills that translate to the civilian world as well. "Experience gained can be applied in civil aircraft maintenance or as a private aircraft mechanic with an aircraft and power plants (A&P) license."

There have been many challenges for the AIMD jet shop



File Photo by MC3 Mary Guiney

during the 2006 Western Pacific deployment. Sapida said the jet shop crew has repaired twice as many engines as they did last deployment. He said the greater number of repairs was due to foreign object damage (FOD), where an object is picked up by the jet's intake and subsequently creates damage in the engine as it passes through.

Aviation Machinist's Mate 2nd Class (AW/SW) Aaron Rodriguez said, "Every jet airborne gives (me) satisfaction and a sense of accomplishment. Knowing I played a part in making that jet fly is rewarding."

Sapida said he has always been passionate about working with engines and the excellence and craftsmanship displayed by his Sailors in the jet shop is an expression of his passion.

"AIMD jet shop is strictly on-the-job training. It is acquiring and putting knowledge to work practically on the field," Sapida said. Sapida said his goal is to impart that knowledge and training to new Sailors desiring a career in aircraft maintenance.

"Keeping jets airborne is our ultimate goal," said Sapida.



PSNS radiography and shipyard safety training is showing on site TV. This training is required for all hands. Check channel 5 for show times.



August 4, 1912

100 Sailors and Marines land at Corinto to protect the American legation in the capital city of Managua during a revolt against Nicaraguan President Adolfo Diaz.

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News

Opportunities Abound What Are You Waiting For?

By FLTCM(SW/AW) JACQUELINE DiROSA

Special to the Penny Press

I've completed my first whirlwind week here at Fleet Forces Command and the dust still hasn't settled. As I'm getting organized, getting with the leaders here at this command -- or just getting my computer to cooperate -- there's one priority on my mind -- getting out to the waterfront to meet and talk to Sailors as soon as possible. I want to hear your concerns and suggestions so that we can work together to make this Navy even better. I plan to take full advantage of the opportunity I have been given to serve in this capacity.

I'm a firm believer in taking advantage of opportunities. The Navy has made great strides in the past few decades to ensure all Sailors are given the opportunities for a successful career. Not only limitless in respect to race and gender, but the Navy now recognizes the importance of diversity in respect to abilities and special talents. The Navy is looking for the right Sailor in the right place for the right job. Taking advantage of programs the Navy offers can assist you in being the right Sailor.

What about education? Are you working toward your degree? That alone can expand your horizons and accelerate your ability to move forward. The Navy has already made it necessary for Chiefs to earn an Associates Degree before advancing to Senior Chief. It would be wise for any Sailor planning on a career in the Navy to begin now to earn a degree and avoid the pressure later. If you wait too long, you may underestimate the time it takes to earn a degree, and miss out on advancement. Look to Navy College, your electronic training jacket and Navy Knowledge Online (NKO) to help you find direction.

Another important tool to assist you in making the most of your career is the 5-Vector Model. This NKO tool gives you a snapshot of your career including personal and professional

development, leadership, certifications and qualifications. It offers information on growth opportunities and career direction. If you haven't yet logged on to NKO and familiarized yourself with it, start today.

It's important to consistently look for ways to better yourself and your career. Taking measures daily to keep yourself physically fit, financially sound and socially responsible are just a few of the important ways

you can serve your country and shipmates in a professional and inspirational manner. The Navy offers the many benefits of the Thrift Savings Plan to help your finances remain sound throughout your career and beyond. Get physically fit the fun way by getting involved with sports activities through the Morale, Welfare and Recreation program. And you can increase your own self-esteem and leadership abilities by taking on any of the many volunteer opportunities on board your ship or in your community.

The Navy is looking for new 21st century leaders. Could it be you? What does it take?

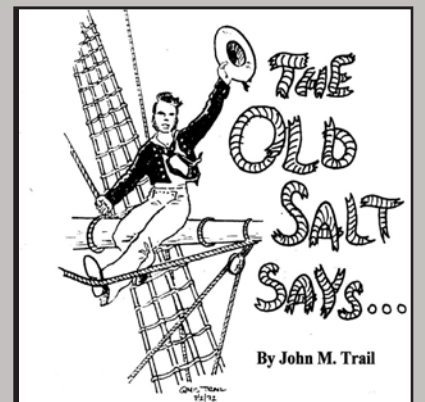
The bottom line is dedication, resolve and the courage to step up to the plate and accept a challenge. I understand that there are setbacks. All Sailors face challenging times sooner or later. But those that resolve to overcome setbacks will move forward and, with perseverance, eventually succeed. How do you find opportunities? Just decide what you want out of the Navy, move in that direction, and don't let anything get in your way.

See you on the waterfront.



Channel Fever

"Avast there shipmate," I've seen a lot of you with "channel fever" as we stood into port. This nautical slang is for the excited Sailor standing into home port after a long cruise overseas, panting to get ashore and home to see his loved ones. "Cape Horn fever" is another. It's a malingerers feigned illness when bad weather blows up or when very hard work was required. "Cape Stiff", "The Horn" or Cape Horn at the southern-most tip of South America was always feared by deep-water Sailors as the constant stormy weather of the "roaring forties" off the Cape was often so foul that a feigned illness was the only way of keeping out of the death, crippling danger, and horribly miserable conditions a Sailor had to tolerate to work his ship around the Horn.



Tiger Cruise 2006



Photos by:
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Local News

Officer Scholarship Program Seeks Fleet Applications

By NETC PUBLIC AFFAIRS
Special to the Penny Press

PENSACOLA, Fla. — Officers interested in graduate education take note: the Navy is now accepting applications for the 2007 Officer Scholarship Program. The program allows officers to enroll in graduate school on a full-time basis, receive full pay and allowances, and be reimbursed for moving costs. Tuition must be paid by a non-Navy funded scholarship, obtained by the service member, which must cover at least 50 percent of tuition costs. Veteran's Administration benefits, such as the Montgomery GI Bill, can be used in conjunction with the scholarship.

Applicants must be available to start studies before Sept. 30, 2007 and have 24 months or less to complete their coursework. Candidates will be selected based on performance records, needs of the Navy, promotion potential, academic qualifications and field of study. The candidate's chosen field of study must also apply to a Navy subspecialty code, as verified by the Naval Postgraduate School.

"This is an additional avenue for officers to pursue a graduate degree," said Billie Colonna, Officer Special Education Programs Manager for the Naval Education Training Professional Development Technology Center. "Many of the top universities actually recruit scholars and offer scholarships for those who search and qualify. We currently have program participants at M.I.T., Oxford, Johns Hopkins, Harvard, Princeton and Purdue, to name a few schools. Since selection to the officer scholarship program is contingent upon the ability to obtain a scholarship, all of those interested in the program should immediately begin pursuit of a scholarship."

Lt. j.g. Janice Geldmacher is currently enrolled at Johns Hopkins University. She's using the program to study Civil Engineering with a focus on oceanography and hydrophysics. "The program has been an exceptional experience," said Geldmacher. "It has not only allowed me to complete my master's degree at the school of my choice, but it has also afforded me the opportunity to work with some of the most distinguished profes-

sors within the engineering community. It is, without question, a great program."

Application packages must contain an application letter, college information and a detailee endorsement statement, as well as commanding officer approval. After receiving command endorsement, officers should forward their application packages via their commanding officer to the Commanding Officer, Naval Education and Training Professional Development and Technology Center (NETPDTC), Code N2A2, 6490 Saufley Field Road, Pensacola, Fla. 32509-5204. Deadline to apply for the Officer Scholarship Program is Sept. 1, 2006.

Selected applicants must agree to an additional term of service equal to three times their stay in the program, served concurrently with any other obligated service they may have.

Specific guidelines, additional requirements and detailed program information can be found in NAVADMIN 212/06 and OPNAV Instruction 1520.24B. For more information on the Naval Education and Training Command, visit <https://www.netc.navy.mil>.

Cruise

Continued from page 1

becoming the first aircraft carrier ever to be moored at the pier in Laemb Chebang, Thailand.

ALCSG then proceeded to Singapore for another port visit, before proceeding to conduct freedom of navigation exercises and a PASSEX with the ships of several nations in the Java Sea.

During the time Lincoln sailed in the Java Sea, the U.S. Ambassador to Indonesia and several Indonesian officials flew out to the ship to once again thank the personnel of ALCSG for their efforts to provide humanitarian assistance during Operation Unified Assistance in the aftermath of the Dec. 26, 2004 tsunami disaster.

Lincoln then proceeded north to participate in PASSEX and training exercises with the Japanese Maritime Defense Force before conducting a port call in Sasebo, Japan.

ALCSG proceeded to the Guam operating area to participate in Exercise Valiant Shield 2006. Valiant Shield was the first exercise to employ three carrier strike groups in more than a decade, as Lincoln joined USS Kitty Hawk (CV 63) and USS Ronald Reagan (CVN 76). The joint services exercise showcased the United States'

dedication to preserving security in the Pacific region, and its joint warfighting capabilities.

At the end of Valiant Shield, Lincoln arrived at Naval Station Pearl Harbor, Hawaii, to enjoy the 4th of July holiday weekend, and to kick off Exercise Rim of the Pacific (RIMPAC) 2006. RIMPAC is a multinational exercise that included the navies of Chile, Peru, Great Britain, Australia, Japan and South Korea. The month-long exercise is designed to continue and strengthen the close relationships between U.S. forces and the participating nations.

After a final port call in Hawaii, Lincoln headed for San Diego and then home.

During this Western Pacific deployment, the Aviation Boatswain's Mates (Fuels) of Lincoln's Air Department, V-4 division set a new record, handling 27,559,818 gallons of JP-5 fuel during 13 underway replenishments.

The aircraft of CVW-2 flew 7,871 sorties, with a total of 7,578 catapult launches from the flight deck.

The ship safely navigated more than 41,000 nautical miles during 106 days at sea during the deployment.

Local News

'Save A Life Tour' Visits Lincoln Mess Decks

By MC3(AW) M. JEREMIE YODER
Penny Press Staff

The Navy has unveiled a new tool in its effort to educate Sailors of the hazards of drunken driving.

A multi-million dollar drunk-driving simulator, operated by "Save a Life Tour" Kramer International, is teaching Sailors aboard USS Abraham Lincoln (CVN 72) and those attached to Carrier Air Wing (CVW) 2 just how dangerous driving under the influence of alcohol is.

According to Aviation Electronics Technician 1st Class (AW/SW) Guy Dicks, Lincoln's assistant command Drug and Alcohol Abuse Prevention Awareness (DAPA) coordinator, the purpose of the simulator and classroom training is to familiarize people with the effect an individual's blood-alcohol content (BAC) has on their motor response mechanism.

"Depending on their BAC level," Dicks said, "there is a real delay factor involved in the individual's response time."

"People see (by using the simulator) that they cannot drink and drive...not without consequences," Dicks said.

"The major thing is that it convinces people that they have to focus so much on controlling their own vehicle on the road and staying within the lanes without swerving so that they don't get caught, that they miss every other potential hazard," he said.

Intelligence Specialist Seaman Appren-

tice Shela Constantineau, from Strike Fighter Squadron (VFA) 151 said that the simulator was, for her, very convincing.

"It gives you a real-life example (of driving drunk), an idea of how you might really feel and the lack of control that you

educated about the real-life consequences, some will listen and their influence will have a cascading affect.

"If I can get to them, they might go to the bar and, when they see their friends drink, at least say to them, 'hey, don't drive'," said Beldyga.

But as Constantineau said, "Some people don't have a personal experience to tie them to a drunk driving situation, and this (the simulator) gives them the opportunity to realize that their actions have an effect on other people's lives."

As the ship prepares to return from deployment, Dicks said that it is especially important to make a push to educate people on the hazards created by mixing alcohol and vehicles.

"We are doing our best to leave people with no excuse for drinking

and driving," Dicks said.

"The simulator presents the consequences side. You prove to yourself that you cannot do it (drive under the influence), and you see the consequences if you try," Dicks said.

The whole point of the education process, Dicks said, is to make it easier for people to do the right thing.

Dicks said that while there are many avenues by which the U.S. Navy and Lincoln are attacking the drinking and driving issue, the simulator and classroom discussions are an important part of that overall education effort.



Photo by MC(AW) M. Jeremie Yoder

Brian Beldyga, founder of the "Save a Life Tour", demonstrates the "drunk driving" simulator to a Seaman Apprentice Jose Acevedo. The simulator teaches Sailors the truth about the dangers of mixing alcohol and driving by demonstrating the delay and inaccurate control drunk drivers experience behind the wheel.

have," Constantineau said.

"It will definitely make me think twice about getting behind the wheel of a car after having a couple of drinks," she said.

Brian Beldyga, the founder of the "Save a Life Tour," said that his goal is to reach one person every day.

"While in college, I lost my fiancée to a drunk driver," Beldyga said.

And it was just that situation that got his attention and motivated him to do something about the problem.

Beldyga suggested that, while some people are just stubborn enough to still drink and drive even after they have been

Local News



Photo by MC3(AW) M. Jeremie Yoder

An SH-60B helicopter from Helicopter Anti-Submarine Squadron Light (HSL) 47 "Saberhawks" lowers a rescue swimmer via the rescue hoist in an "Air Power" demonstration. Aircraft from Carrier Air Wing (CVW) 2, embarked aboard USS Abraham Lincoln (CVN 72), performed various tactical, operational, and logistic maneuvers for the Tigers of CVW-2 and USS Abraham Lincoln. Lincoln is currently underway on a Tiger cruise, during which families and friends of the crew are given the opportunity to experience life at sea by embarking aboard the ship for a week.

Air Power Demonstration Wows Tigers, Crew

BY MCSN JAMES EVANS

Penny Press Staff

Crewmembers and guests aboard USS Abraham Lincoln (CVN-72) were treated to a display of the formidable air power of Carrier Air Wing (CVW) 2 July 29 during an air power demonstration.

The air power demonstration showcased the aircraft, pilots and aircrews of embarked Carrier Air Wing (CVW) 2 and was for many of the guests and family members, known as "Tigers," the most exciting event of the 2006 Tiger Cruise. Almost every squadron aboard Lincoln was given the opportunity to strut their stuff with a dynamic series of fly-bys, aerobatics, and weapons demonstrations.

"What the air power demo is, is a chance for us to exhibit to other people the culmination of everyone on the ship doing their job the way that they're trained to do," said Lt. Brian McIntosh, a pilot assigned to Strike Fighter Squadron (VFA) 34 "Blue Blasters" who also announced the air power demonstration over the flight deck address system.

Lincoln's air power demonstration began with a Search and Rescue (SAR) demonstration by Helicopter Antisubmarine Squadron Light (HSL) 47, followed by flybys from Carrier Airborne Early Warning Squadron (VAW) 116 and Electronic

Attack Squadron (VAQ) 131. Strike Fighter Squadron (VFA) 2 then kicked things up a notch with a performance showcasing the speed and maneuverability of the F/A-18F Super Hornet.

According to LCDR Vorrice Burks, VFA-2's demo pilot for the show, his Super Hornet demo started out with a high-speed pass in which the aircraft blasted past the crowd at just under the speed of sound. Burks then put the aircraft, painted in the squadron's signature red white and blue paint scheme, through a series of rolls, climbs, and turns, wowing the audience at altitudes as low as 500 feet and pulling up to 7 Gs.

"It's definitely one of the better hops (missions) we get to do on deployment," Burks said. "It was a pleasure for the Tigers and the crew, and I had a blast doing it," he added.

Burks said that like other pilots who performed during the show, he went through an extensive qualification process to earn his certification as a demo pilot. Although the maneuvers performed during the air power demonstration are not out of the ordinary for an average fighter pilot, to execute them at such low altitude and in close proximity to the ship and audience requires special attention to safety. For this reason, Burks and other demo pilots spent time in simulators perfecting their routine before moving on to high altitude run-throughs and gradually lowering the practice altitude before finally being evaluated by the Carrier Air Wing Commander for certification.

Following Burks' performance, the Kestrels of VFA-137 displayed yet another capability of the Super Hornet, executing a mid-air refueling with an EA-6B Prowler from VAQ-131.

As the audience turned to watch the two connected aircraft depart, the commanding officer of Strike Fighter Squadron (VFA) 34, Cmdr. Greg Prentiss announced the Blue Blaster's arrival on the scene with a "sneak pass." Catching audience members by surprise, Cmdr. Prentiss roared over the crowd with his F/A-18C on full afterburner, much to the delight of the audience.



Photo by MC3(AW) M. Jeremie Yoder

An F/A-18F from Strike Fighter Squadron (VFA) 2 "Bounty Hunters" performs during an "Air Power" demonstration.

Local News



Photo by MC3(AW) M. Jeremie Yoder

Aircraft from Strike Fighter Squadron (VFA) Two "Bounty Hunters" and Strike Fighter Squadron (VFA) 137 "Kestrels" deploy munitions as they perform for the crowd during an Air Power demonstration.

The Blue Blasters then gave the audience a taste of true fire-power, dropping bombs and strafing the ocean with their 20mm Vulcan cannons a mere mile from the Lincoln. Before the water could settle from their bombardment, four Super Hornets from VFA-2 and VFA-137 dropped a string of bombs one right after another, creating a "wall of water" and rocking the crowd with the concussion of exploding ordnance.

But the biggest boom was yet to come. Once again Cmdr. Prentiss pointed his F/A-18C toward Lincoln and accelerated, this time breaking the sound barrier and blasting everyone with a sonic boom as he streaked overhead.

"The sonic boom was my favorite part of the show," said Brandon Jumaoas, who, like many young Tigers, watched the demonstration perched atop his father's shoulders.

Next, Helicopter Antisubmarine Squadron (HS) 2 and the

sailors of Explosive Ordnance Disposal (EOD) Mobile Unit 11, Detachment 9, showcased their special operations abilities, stealthily approaching Lincoln in an SH-60B Seahawk and deploying fully armed EOD members via fast rope onto the flight deck.

The air power demonstration ended with a formation flyover by all of the participants' aircraft, which for many visiting Tigers, was as emotional as it was breathtaking.

"Naval aviation has always been such a big part of my family, growing up and now," said Patty Cohick, whose son, Lt. Scott Cohick is a helicopter pilot attached to HS-2. "Every time I see the formation of all the planes flying together, I never cease to get butterflies in my stomach and tears in my eyes."

Lincoln is en route to Naval Air Station North Island to disembark the squadrons of CVW-2 before the final leg of its 2006 deployment, the return to its homeport of Everett, Wash.



Photo by MC3 Jordan Beelsey

Spectators watch the awesome fire power as CVW-2 demonstrates the "wall of water." During the air power demonstration, pilots from CVW-2 dropped a series of bombs to demonstrate the precise capabilities of their F/A-18 fighters.



Photo by MCSN James Evans

The aircraft of CVW-2 fly by in formation, demonstrating the power projection of the USS Abraham Lincoln (CVN 72) CVW-2 team.



Photo by MCSN James Evans

Tigers watch from the flight deck as the aircraft of CVW-2 perform during the "Air Power" demonstration. Tigers and crew alike were wowed by the tactical, operational and logistic maneuvers of the aircraft.

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo By MCSN Ronald Dallatorre

Capt. C.A. McCawley, commanding officer of USS Abraham Lincoln (CVN 72) flips burgers for the crew and their Tigers during a Steel Beach Picnic Aug. 1.

USS Abraham Lincoln Safety Department's

Safety Sailor of the Week

While using an electric cutting saw, HT3 Jeffrey Goodwin of Engineering (Repair Div) ensures his safety by using the proper PPE (goggles).



PHOTO BY SK1(SW/AW/SS) RICHARD WARD

HT3 Jeffrey Goodwin



Editor's Top 10

Signs we're not quite home yet ...

10. The phrase, "on board Abraham Lincoln" keeps interrupting your slumber.
9. There is still great concern about the ability of the crew to display ambassadorship in a U.S. port.
8. The term "sandbox" keeps getting bandied about.
7. You still fall out of your rack if you roll over at night.
6. Your "haze gray" decorating scheme still seems like a good idea.
5. "Good Game," is still the same as a handshake to you.
4. You still feel like an inmate.
3. You are still suffering from an aversion to sunlight, open spaces and the ability to come and go as you please.
2. You're still ready to kill everyone you work with.
1. It's only August 4th!